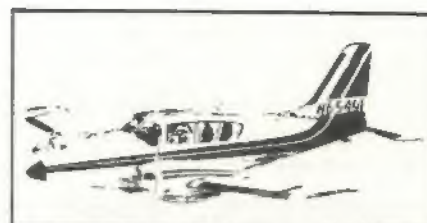
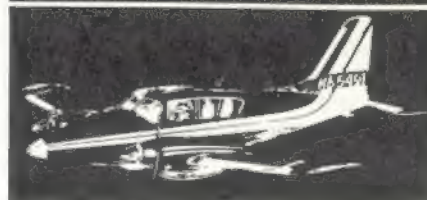




Git Woltermann (right) being congratulated by Instructor Clete Huff after his first solo flight, August 4, 1955. Piper J3 Cub in background is still owned by the Woltermann family.



MONTANA AERONAUTICS DIVISION



VOL. 28, NO. 4

MONTANA AND THE SKY

APRIL, 1977



"GIT" WOLTERMANN SUCCUMBS

Friends and loved ones packed St. Mary's Church in Columbus on March 22, 1977, to pay their final respects to Git Woltermann.

Git was born in Columbus on Christmas Day 1916. He married Agnes Matovich in 1938 and they have made their home in Columbus ever since.

Git took an active part in the life of the community, serving on the City Council for 12 years, as a member of the Chamber of Commerce. Git was a loyal and active member of the Democratic Party and served as Chairman of the Stillwater County Central Committee for many years.

He served as airport manager for 18 years and played a major role in developing a fine airport which is a big asset to the community. Git also has voluntarily operated the aeronautical unicom radio for 16 years. Pilots, both airline and general aviation, have communicated with Git over the years, receiving much appreciated aeronautical advisories and information.

Git's aviation enthusiasm had a great influence on his sons as they, like their father, are both pilots. They own two airplanes and flying has played a major role in the lives of the Woltermann family.

Git was a quiet man, but his soft voice expressed firm authority and honest opinions which earned him the respect of his family, friends, and acquaintances. The aviation community extends sincere sympathy to his survivors; his widow, Agnes, sons Gary and Ron, and daughters Paula and Mary Lou.

KALISPELL FLY-IN

The fourth Annual Sports Aviation Show will be held May 14 and 15 at Stockhill Aviation, Kalispell City Airport. The event will begin at noon and run to 8:00 p.m. Saturday, May 14, and last from 8:00 a.m. to noon on Sunday when breakfast will be served.

The show is sponsored by Chapter 102 of the Experimental Aircraft Association. Homebuilt aircraft will be on display and you may participate in sailplane, biplane and helicopter rides, as well as enjoy viewing some films.

Sounds like good fun for all.

For further information contact Hank Galpin in Kalispell at 755-3333.

AIRCRAFT REGISTRATION LEGISLATION UPDATED

For your information we are printing House Bill No. 373 which has been signed by the Governor. You will note the registration deadline has been extended one month to March 1. The other changes are underlined for your easy reference.

HOUSE BILL NO. 373
A BILL FOR AN ACT ENTITLED: "AN ACT TO CHANGE THE DATE FOR RENEWING AIRCRAFT REGISTRATION; CLARIFYING OTHER PROVISIONS RELATED TO AIRCRAFT REGISTRATION; CORRECTING OBSOLETE REFERENCES; AMENDING SECTIONS 1-325, 1-326, and 84-4218, R.C.M. 1947."
BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MONTANA:

(Continued on Page 3)

**DEPARTMENT OF
COMMUNITY AFFAIRS**

**Thomas L. Judge, Governor
Harold A. Fryslie, Director
Martin T. Mangan, Deputy Director**

**Official Monthly Publication
of the**

AERONAUTICS DIVISION

Phone 449-2506

Box 5178

Helena, Montana 59601

**Michael D. Ferguson
Administrator**

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THURBER'S HELENA

NEW MAINTENANCE BASE AT HAVRE

Hensley Flying Service located at the Havre Airport reports that they have doubled the size of their aircraft maintenance facility and that it is now under the direction of Gene Lundhagen.

Gene is an A & P mechanic and an authorized inspector. He recently took over the Hensley maintenance operations after serving as a mechanic for Montana Piper of Billings for the past ten years.

Working with Gene will be Fred Furchner who is also an A & P mechanic with A1 rating. Fred comes to Havre from Boise, Idaho.

We wish them well in their new business venture.

Administrator's Column



I was deeply saddened upon learning of the death of Git Woltermann of Columbus. Git was one of the strong backers of aviation in our state, and especially in his home town of Columbus. I wish to extend to the Woltermann family the sincere sympathy of all of Git's friends from the Aeronautics Division.

To update you on Aeronautics-related legislation, I am happy to announce HB363 which revised the aircraft registration law, went through the House and Senate without opposition and was signed into law by the Governor. This will change the aircraft registration deadline date from February 1 to March 1, require displaying the registration decal on the aircraft, exempt dismantled or otherwise non-flyable aircraft from registration, require aircraft not registered in the state but entering the state to engage in commercial operations, to be registered prior to commencing operation, and clarifies some common misunderstandings relating to aircraft lien assignments. A verbatim copy of the bill is published in this issue.

The second legislative matter would be Senate Bill 198. This bill on Land Use Regulations for Airport Influence Areas is still alive and is now in the Senate, even though it suffered from many amendments in the House, many of these have been revised or taken out in the Senate Committee. As of this

date we have not received any word as to its fate.

The third one, House Bill 680 increasing the aviation fuel tax by three-quarters of a penny per gallon, was defeated in the House. However, Representative Burnett made several concerted efforts to breathe new life into this airport loan funding problem by introducing an amendment to house Bill 145 whereby the Aeronautics would be permitted to borrow general fund money to supplement the present inadequate airport loan fund. He proposed that the Aeronautics would administer these funds and pay the money plus interest back to the general fund over a ten year period. This would allow the small communities to come up with their matching share to become eligible for 90% federal grant money. This amendment resulted in a 47 to 47 tie vote which was broken by Representative Jack K. Moore, Col., Ret., U.S.A.F., Great Falls, who was the Chairman of the Committee of the Whole and the amendment went down to defeat.

SB440, creating a department of transportation, came out of the House Committee with a "Do not pass" recommendation and was defeated on second reading on the floor of the House. Strong opposing testimony was given by the entire aviation community such as Montana Pilots Association, Flying Farmers, Montana Aviation Trades Association, Northwest Airlines, and Frontier Airlines. Hughes Air West and Western Airlines gave proxy to Northwest Airlines to speak on their behalf.

The consensus of the adverse testimony against this bill, and especially from the airlines, was the threat of diluting the aviation-related functions of the Aeronautics Division, duplicating of bureaucracy, putting together unrelated functions, further insulating transportation functions from the people, and lessening the ability of the legislature to quickly get to the basics of a specific transportation function such as aviation or mass transportation. DOT functions in the federal government and other states were classified as virtual disasters. In all cases the costs of administration have gone up and important programs have been slowed down. Judging from recent news publications, maybe these allocations are justified. Our office has recently received news publications from both Minnesota and Arizona whose Aeronautics have been ab-

sorbed by DOT's whereby they have published notice that their offices have been moved from their respective airports into downtown DOT buildings. Also, the much publicized articles on the California DOT have brought up questions of great concern. All in all, maybe the Montana Aeronautics will be better off because of the failure of SB440.

Our request for general fund money and authorization to trade the old Queen Air in on a new or used light all weather twin engine airplane appears to have been turned down, at least in the House. However, it is presently being reviewed by the Senate Finance and Claims Committee. The Queen Air is ten years old and has about 3600 hours total time, and 1335 hours on the 1400 hour time between overhaul on the engines. I feel that it would be economically unfeasible to put exchange engines on this airplane at a cost of approximately \$35,000 plus costly updating of avionic equipment when the airplane is only worth about \$45,000. I feel that due to high operational cost and low utilization we would be better to put this money into a more practical light, all-weather twin which would result in higher utilization at a lower cost. However, I do not feel, nor are we contemplating, putting Aeronautics earmarked revenue fund money—which we do not have—into such an airplane. This is why we have requested general fund money.

(Continued from Page 1)

Section 1. Section 1-325, R.C.M. 1947, is amended to read as follows:

"1-325. Aircraft must be registered—situs for registration. (1) Aircraft customarily kept in this state shall be registered with the department of community affairs, which may charge a fee therefor of not more than ten dollars (\$10). The registration shall be renewed annually on or before March 1 each year. This act shall not apply to:

(a) aircraft owned and operated by the federal government, the state or any political subdivision thereof;

(b) aircraft owned and held by an aircraft dealer solely for the purpose of resale;

(c) aircraft operated by an airline company and regularly scheduled for the primary purpose of carrying persons or property for hire in interstate or international transportation; OR

(d) DISMANTLED OR OTHERWISE NONFLYABLE AIRCRAFT.

(2) An aircraft shall be registered as property within a particular county of the state. This county shall be the county of the owner's principal residence, if the owner is a natural person, or the owner's principal place of doing business in the state, if the owner is not a natural person. However, if the owner declares by affidavit that the aircraft is customarily kept at a landing facility in another county within the state, he may register the aircraft as property within such other county. All aircraft shall be subject to all state, county and school district tax levies and all other levies designated for aircraft or airport related uses. Such aircraft shall not be liable for other city tax levies.

(3) AIRCRAFT NOT REGISTERED IN THE STATE, BUT ENTERING THE STATE TO ENGAGE IN COMMERCIAL OPERATIONS, SHALL BE REGISTERED PRIOR TO COMMENCING OPERATION."

Section 2. Section 1-326, R.C.M. 1947, IS AMENDED TO READ AS FOLLOWS:

"1-326. Penalty for late registration, evasion, or false registration statement.

(1) When an aircraft required to be registered under the provisions of this act is not registered on or before March 1 of the current calendar year, a penalty fee of one hundred dollars (\$100) shall be added to the registration fee and collected. Registration of an aircraft in the name of the applicant for the year immediately preceding the year for which application for registration is made shall be prima facie evidence that the aircraft has been based in this state during the year for which application for registration is made.

(2) An application for registration shall be accompanied by a copy of the receipt for, or statement of personal property tax paid, signed by the treasurer of the county where the aircraft is registered or a statement of lien assignment against real property signed by the county assessor where the aircraft is registered. A person who pays personal property tax on his aircraft to any jurisdiction other than the county where the aircraft is required to be registered is liable for the tax in that county without credit for such other taxes paid. In addition to this civil liability, a person who attempts to establish the situs of his aircraft in any jurisdiction other than the county

where the aircraft is required to be registered with intent to avoid payment of taxes to that county commits the offense of false swearing as defined in section 94-7-203.

(3) A person who operates an aircraft required to be registered in the state without having displayed upon such aircraft a certificate of registration issued by the department of community affairs for that aircraft, commits a misdemeanor."

Section 3. Section 84-4218, R.C.M. 1947, is amended to read as follows:

"8 -4218. Prorated taxes. A person who acquires an aircraft required to be registered under section 1-325 after March 1 in any year shall register the aircraft within thirty (30) days of acquiring it. The county ASSESSOR shall prorate the personal property tax due on the aircraft for the remaining portion of the year in the manner provided in 84-6011."

— END —

HOW DISCOURAGING!



By: David C. Kneeder, Chief
Airport/Airways Bureau

We have reluctantly been forced to cancel what was to have been the Second Annual Montana Airport Maintenance Seminar scheduled April 6 & 7 at Glasgow. From our travels to airports around the state we had long felt that there was a crying need for some "brain picking" and comparing of notes in the general field of airport maintenance. Consequently, two years ago we put together what we had hoped would be the first annual airport maintenance seminar. It was held at West Yellowstone and was judged most beneficial by those in attendance.

Because of the travel distances involved in getting anywhere in Montana, it was decided to move the seminar to different areas of the state each year. This would give everyone, particularly those from the smaller airports with limited travel funds, a convenient opportunity to benefit from the seminar.

So for about the last three months Ted Mathis has spent many hours putting together what would have been a most comprehensive and interesting program for the Glasgow seminar. For example, he had received commitments from experts from Phoenix, Denver and Minneapolis to share their expertise with us at Glasgow. State Aeronautics people from Idaho and Oregon had expressed an interest in coming to the conference with a view toward possibly copying the idea in their own states.

We knew that a large audience would be necessary to justify asking people to come from as far away as Denver and Phoenix. Accordingly, we began advertising the event in the Calendar column of our Montana and the Sky newsletter in November and at the same time placed it in the "calendar of events" of several appropriate trade publications. In mid-February flyers were mailed to every airport manager and/or contact person for whom we had an address, announcing the seminar once more. The flyer also included a schedule and a registration form with the request that registrations be submitted before March 28, 1977. Then in the March issue of Montana and the Sky most of an entire page was taken in an article about the seminar which included a reprint of the scheduled events. That same issue also included a registration form, again with the request for registrations before March 28. The result of all this? Ten registrations.

So, during the week of March 28 four of us from the Airport/Airways Bureau spent considerable time on the telephone talking with airport people from the northeast corner of the state. This was a last-ditch effort to avoid cancelling the seminar and thus wasting all of the time and effort which had been used in putting it together. The result? Five more "commitments," some of them not very firm. How discouraging!

We like to believe that we direct our resources at the areas of greatest need within the Montana aviation industry. We can only do this effectively if we know what the people whom we serve

want and need. Apparently airport maintenance information is not among them. If anyone has any thoughts or comments about the foregoing, we will appreciate your sharing them with us.

CENTERLINE



By: Jim White, Chief
Air Transportation Bureau
SPECIAL ADVISORIES

SIGMETs warn pilots of weather potentially hazardous to all aircraft. They will include reports of tornadoes, squall lines, embedded thunderstorms, large hail, severe turbulence, severe icing, and widespread duststorms or sandstorms.

AIRMETS concern less severe weather conditions which may be hazardous to some smaller aircraft or to relatively inexperienced pilots. They will include reports of moderate icing, moderate turbulence, sustained winds of 30 knots or greater within 2,000 feet of the surface, onset of visibilities below three miles or ceilings less than 1,000 feet, and onset of continuous moderate turbulence over mountainous terrain.

Both Sigments and Airmets may be broadcast by FAA on Navaid voice channels.

LOOSE MATCHES DANGEROUS

It is illegal as well as dangerous to carry loose books of matches in your luggage during flight.

Matches, classified as a "dangerous article" under the regulations governing the transportation of hazardous materials, must be tightly packed in a closed container within the suitcase to be carried legally.

FAA officials say a fire can start when the cover of one matchbook is opened by vibration or movement, bringing the heads of the matches into contact with the striking strip of another book. The

official said that the usual result is a small, smoldering fire contained in the suitcase that ends up ruining a person's belongings.

In one case, an explosion resulted when the smoldering fire ignited the contents of a can of hair spray.

SIMPLE VOR CHECK

A simple VOR radio "health check" outlined by Charles Husick, President of Narco Avionics, can be performed in flight and is worth practicing:

1. Tune to the frequency of the nearest VOR station.
2. Adjust the OBS until the needle centers with a "TO" or "FROM" indication. It's important to have a solid signal, not a half flag.
3. Note the bearing which centers the indicator.
4. Move the OBS until the indicator points to the last dot on the deviation scale.
5. Note the bearing that gives a deviation to the last dot.
6. Repeat the procedure to the opposite side.

There should be a 10° difference between the bearing which centers the indicator and that which gives final dot indication on each side. The difference may be within 2° of this value (i.e. 8° to 12°) and still show a healthy set. However, if the difference is more than that, the radio should have some attention.

This check does not replace the VOR accuracy check required by FAR 91.25 for IFR flight. In fact, it's possible for a radio to test satisfactorily with one of the required IFR checks and yet to fail the above-described check.

This might occur if the "TO" or "FROM" flag appeared to soon, i.e. with too weak a signal. In this case, if the pilot were using the radio to fly to a station, it would get him to the station, though possibly by a somewhat curved route, but if he tried to use that radio to determine his position by cross-checking radials from two different stations, the calculated position might be off by a wide margin (from Maryland DOT).

1977 AIRCRAFT ACCIDENTS WESTERN MONTANA THROUGH MARCH 1977

Accidents	4
Fatal Accidents	0
Fatalities	0



Al C. Newby, President of Flight Line, Inc., with the company's Cessna 340.



Office, pilot lounge area at Flight Line, Inc.

FLIGHT LINE INCORPORATED

By: Ted Mathis

For over 31 years Flight Line, Inc. has provided top quality aviation service to the Gallatin Valley. This full service FBO features 80/87 and 100 avgas as well as jet fuel. Major airframe and powerplant repair is also available. Their flight instruction program is VA approved and features single and multi engine land and instrument instruction. They also have a designated flight

examiner on their staff. Flight Line offers both single and multi engine charter and air ambulance service and is one of the few services in Montana to offer pressurized comfort using a Cessna 340 aircraft. Agricultural application is done by Flight Line, Inc. also using a new Cessna Ag Wagon. They are also a Cessna dealer.

Al Newby is President of the company. His son, Paul, is Vice President in charge of the flight instruction program, and Arlin Wass is Vice President in charge of maintenance.

Pilots flying into the Bozeman/Belgrade area will find rental cars and taxi available at Gallatin Field. Flight Line, Inc. has plenty of tie down spaces, heated hangar and engine pre-heat are also available. You can contact Flight Line unicom on 123.0.

When flying in the Bozeman area, why not pay them a visit.

ANNUAL FLIGHT INSTRUCTOR REFRESHER COURSE



By: Jack Wilson, Chief

Safety and Education Bureau

The Montana Aeronautics Division will again sponsor a Flight Instructor Refresher Course to be held in Helena April 25-29. Any flight instructor who wishes may attend. Attendees will have to make their own housing arrangements.

The ground school will be conducted in the Big Sky Room at Jorgenson's Holiday Motel April 25-27. Room rates are \$16.00 for a single and \$26.00 for double rooms. The Montana Aeronautics Division will not pay for those attending the ground school as it is open for anyone who wishes to attend.

On the 28th and 29th of April the flight portion of the FIRC will be conducted. Those who attend will be chosen by a selection board and they will be notified as soon as they have been selected. The Aeronautics Division will furnish rooms for the nights of April 27 and 28 for those selected to attend the flight portion.

The Aeronautics Division will furnish flight instructors and aircraft for the 20 flight instructors selected to attend this portion of the course. All flight instruc-

tors registered with the Aeronautics Division should have received an application form. Deadline for application was April 11.

ENDED BEFORE IT STARTED

By: Todd Wirthlin
Airport Planner

This will be the last of the articles on Montana's updating of the Airport System Plan. The reason is, the state legislature cut some programs and one of the programs was the System update, a program that ended before it started.

Montana is an aviation state. As of 1975 Montana, next only to Alaska, has more general aviation aircraft and active pilots per capita than any other state in the U.S. The aircraft fleet in Montana is growing at an average yearly rate of 11% since 1973. (Source: FAA Annual Report 1973-1976). The original system plan forecasted an increase of 3 to 4% in general aviation activity during the same period.

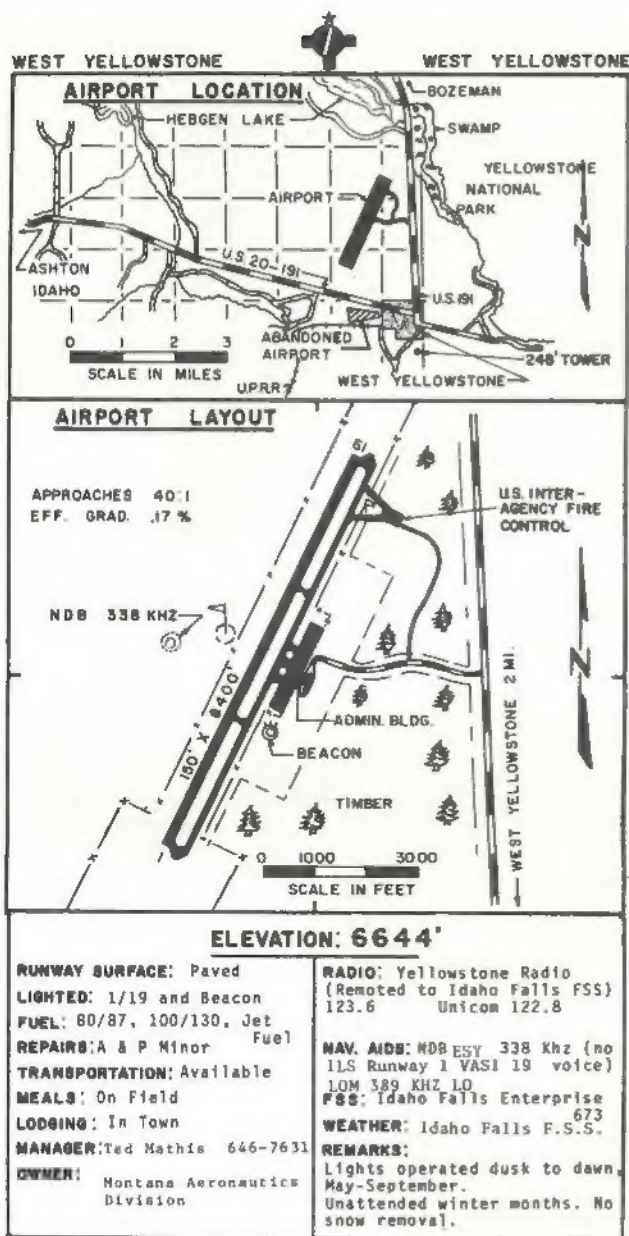
Air carriers at Bozeman, Billings, Missoula, and Kalispell have shown at least a 20% increase in enplanements and deplanements over the last three years, while the old system plan forecasted 5% increase.

Now with President Carter requesting conversion to coal powered generating plants, Montana will be a focal point for coal development and other energy alternatives.

As you can see, if a continuing inventory and planning system is not developed, demand will surpass capacity in Montana in a very short time.

The product of this short airport update venture is to be completed in June, 1977. It will consist of real facts and information on the airports across the state which are in the Montana Airport System Plan. Forecasts, conditions of each airport, five year needs plan, all are to be in this update product publication. But this publication will only be valid as long as Montana stays in its capacity today not tomorrow.

I only hope you as Montanans will see the importance of keeping the system up-to-date. You the pilots are the ones that use the airports in Montana. Get to work and give the one who represents you in the state legislature your views, because it may be later than you think for your airport to survive in the future!



YELLOWSTONE AIRPORT TO OPEN SOON

The Yellowstone Airport, located two miles north of West Yellowstone, Montana, will officially reopen for the 1977 season on June 1, 1977.

Western and Frontier Airlines will provide scheduled airline service to Yellowstone again this summer. Hertz, Avis and National Car Rental agents will operate from the terminal building, as will the Yellowstone Park Company which provides bus tours through the National Park.

The airport cafe is open from 7:00 a.m. to 5:00 p.m. daily and a gift shop is also open in the terminal building.

Yellowstone Aviation is the fixed base operator offering both av-gas and jet fuel, as well as flight instruction, charter and scenic flights.

The Yellowstone Airport will remain open throughout the summer and will close for the winter October 1, 1977.

Further information may be obtained from:

Ted Mathis, Airport Manager
Montana Aeronautics Division
P.O. Box 5178
Helena, Montana 59601
(406) 449-2506

SCHAFFER MEADOWS FLY-IN

The Schaffer Meadows Fly-In scheduled for July 16-17, is planned to be a fun/work fly-in. This will be a joint venture by the Flying Farmers, the MPA, the 99's and the Aeronautics Division. Herb Sammons, a Flying Farmer, and the Aeronautics Board Member representing the MPA, is the Chairman of this fly-in.

It is hoped that people will help accomplish some badly needed maintenance work on this airstrip. We cannot get power equipment into this strip, therefore all work will have to be accomplished by "People Power," such as filling in some holes, picking rocks, repairing fence, and general campground maintenance.

There will be no obligation for those attending to participate in the 1-hour work session; however, if you do plan to participate, you could bring a light weight yard hand tool such as: a rake, small shovel, hoe, small scythe, hammer, pliers, etc.

I would like to encourage everyone to participate in what I believe will be a great fun week-end, plus accomplishing a very worthwhile project.

For any additional information you may contact our office in Helena at 449-2506; Herb Sammons in Cut Bank at 873-5555, or Liz Gunn of the 99's in Helena at 442-6080.

"THOSE D - - - LOGBOOKS"

By: Dale Uppinghouse

Accident Prevention Specialist
Rocky Mountain GADO 1

We constantly hear owner/pilots say, "I don't know anything about those d - - - aircraft logbooks; that is what I pay the mechanic for." Now just a doggone minute—

Most owner/pilots seem unaware of a very important regulation. FAR 91.165 says, in part: "... He (the owner or operator) shall insure that maintenance personnel make appropriate entries in the aircraft and maintenance records." In Part 91, the Owner/operator is responsible for what goes into the logbooks.

Extracting a portion of 91.174 we find, "Any owner or operator who sells a U.S. Registered aircraft shall transfer to the purchaser, at the time of the sale, the following records of that aircraft, in plain language form or in coded form at

the election of the purchaser . . . etc." There is no denying the fact. The owner/operator is responsible for the aircraft and engine logs.

What is written in those logs becomes more important every day. The airplanes are becoming more complicated, that's why.

Airworthiness Directives are issued frequently. Are they important? Not unless you are concerned about cracked spars, prop blades departing in flight, fire in flight, and other trivia. Not all of them concern such catastrophic possibilities, but they do concern airworthiness.

If an A.D. has been issued for your airplane and the mechanic did something, make sure the logbook entry tells the story. Logbook entries must show who, what, when, and how an A.D. was complied with. The reader must be able to read the entry and know what method of compliance was used. It also requires the date, signature, and certificate number of the person performing the job, plus time in service.

The old familiar "A.D. complied with" won't hack it anymore. It's your airplane, or one that you are driving up there, unattached to mother earth. The logbooks are a form of insurance. Make sure you are covered.



CALENDAR

May 14-15—4th Annual Sport Aviation Show, Stockhill Aviation, Kalispell City Airport.

May 19-20—Montana Aeronautics Board Meeting, Helena.

June 4—Montana-Alberta Combined Fly-In for 99's, Sweetgrass.

June 12—Flying Farmer President's Fly-In, Strouf Home, Moccasin.

July 16-17—Combined MPA—Flying Farmer Fly-In Schaffer Meadows.

July 16-August 4—National Parachuting Championships, Tahlequah, Oklahoma.

July 21-22—Montana Aeronautics Board Meeting, Helena.

July 24—Fly-In, AIR Show, Livingston.

September 30-October 1—Montana Flying Farmer Convention, Billings.

NOTICE TO AIRMEN

Word has been received from the FAA that effective May 5, 1977 the Great Falls (Malmstrom Air Force Base) RAPCON facilities will reduce their operational time from 24 to 16 hours per day. The new hours of operation will be from 7:00 a.m. to 11:00 p.m. local time daily.

The FAA stated that the Salt Lake City Air Route Traffic Control Center will provide approach control service when the RAPCON is closed and their ARTCC radar service could be provided almost to ground level at the Great Falls International Airport for transponder equipped aircraft.

FLY-IN TO BE HELD IN LIVINGSTON

Sharon Matovich has advised us that there will be an air show and fly-in sponsored by the local business people in Livingston July 24 from 1:00 to 5:00 p.m.

Stewart Lucke, Inkster, North Dakota, will perform aerobatics with a Chipmunk, and Phillip Petrik, Sidney, Montana, will perform with a Pitts Special. There will be skydivers and sailplanes.

The 4-H will serve hot dogs, pop and coffee.

Additional details will be available at a later date.

CONGRATULATIONS



FAA CERTIFICATES ISSUED RECENTLY TO PILOTS

STUDENTS (Gliders Only)

Stephen Parker Axelson, Butte
James Coryell Axelson, Butte

PRIVATE

Richard Edwin Meidinger,
Kinsey

Daryl Wayne Fladager, peerless
Dwight Richard Frederick,
Flaxville

Glen Richard Bekker, Scobey
Robert John Anderson,
Culbertson

Howard D. Christianson,
Williston

Frank Carl Mann, Plentywood

Gerane Marie Sauskojus, Richland
 Billy Lee McGhghy, Wonowon, B.C.
 Ronald J. Prewett, Conrad
 Gerald Roland Clark, Ennis
 Allan Eugene Muchmore, whitefish
 Darrell Robert Johnston, Helena
 Imre J. deJony, Fairfield
 Edmund Henry Herold, Jr., Helena
 James Marion Taylor, Missoula
 Steven Edward Moes, Big Sandy
 Gregory D. Kushnak, Moccasin
 Robert Stephan Rasmussen,
 Lewistown
 James Daniel Rodenberg,
 Wolf Point
 Jackie Ann Cole, Anchorage, AK
 Carter Eldon Jensen, Hinsdale
 Michael Howard Peretti,
 Missoula
 Roy Allen Toavs, Wolf Point
 Robin Lee Toner, Havre
 Jerome B. Pester, Hingham

Rex Laine Tomsheck, Ferdig
 Bruce James Turner, Hobson
 Edwin Nassau Koss, Regina,
 Arlin C. Lewis, Columbia Falls
 Howard Vaughn Rummel,
 Great Falls
 David L. Stott, Choteau
 Paul M. Ward, Missoula
 James Joseph Bowman,
 Bloomington, MN
 Tom Roland Philips, Missoula
 Michael Ray Hayes, Douglas, AK
 Douglas Jerome Harmon, Hamilton
 Richard M. Conrad, Chinook
 Henry Charles Hodnik, Billings
 Robert E. Grayson, Great Falls
 Dennis Joseph Potwin, Salt Lake, UT
 Scott William McIntosh,
 Great Falls

COMMERCIAL

Nancy Elizabeth Jenkins,
 Buffalo, WY

John Varrel Novak, Billings
 James H. West, Glasgow AFB
 Betty Ann Sweeting, Livingston
 Robert Roy Chytraus, Great Falls
 Robert Edward Chambers,
 Great Falls
 Leroy Charles Taylor, Great Falls

INSTRUMENT

Richard Leroy Olson, Bethel, AK
 Franklin Kummerfeldt, Nashua
 Justin Ferguson, Big Timber
 Richard James Goodhart, Bozeman
 Kent William Potter, Kalispell
 Delbert Orten Hunt, Butte
 Robert Roy Chytraus, Great Falls
 Robert Edward Chambers,
 Great Falls
 Michael Francis McKinley,
 Great Falls
 Joseph Gordon Babin, Lewistown
 Michael Gary Susag, Manhattan
 (To be Continued in Next Issue)

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."



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Helena, Montana 59601

APRIL, 1977

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